

polychromatic canopy, which was also included.

Truth to tell, it was an excellent display, and the admiring "O-o-o's!" and "A-a-a's!" were well deserved.

The night balloon ascent with the Union Jack in fire met with rapturous applause, while the crowd cheered itself hoarse over the great device, the fall of Omdurman.

During the afternoon, among other attractions, was a balloon ascent with Mr. Auguste Chudron in the car. That gentleman was to have returned to catch per parachute, but the parachute did not work.

The balloon ascended gracefully amidst the applause of the thousands of spectators. When, however, it had reached an altitude of some 5,000 ft. to 6,000 ft. it was noticed that the head of the parachute had by some means become detached and was hanging from the professor's hands.

It was evident that the parachutist was in extreme danger, and was endeavoring to replace the apparatus in position.

All the time the balloon was rapidly ascending and gradually disappeared from sight.

Great excitement prevailed as to the aeronaut's safety, and it was not until a telegram from Hatfield had been received announcing his safe descent that the excitement was allayed.

A huge cheer went up when the news was announced.

"Bishop of the Navy."

PAYS A TRIBUTE TO JACK TAR.

The Rev. J. C. Cox-Edwards, popularly known as the "Bishop of the Navy," who has held the appointment of chaplain of the fleet and inspector of naval schools since June, 1883, formally retired from that office on the 1st prox.

A leader representative had an interesting chat with Mr. Cox-Edwards at the Admiralty Office yesterday. He paid a warm tribute to the moral character of Jack Tar.

"I have noticed a steady improvement since my appointment," he said, "and there's no doubt that we have a fine lot of fellows in the fleet."

"Of course, our sailors have a far better chance at the outset than our soldiers, and it is not difficult to see the benefits of early discipline."

CHEERFUL JACK TARS.

"Your Jack Tar is always cheerful under difficulties—the conditions of his life make him so. He eats, dresses, washes, and does everything in public, and his give-and-take life makes him a most estimable man as a rule."

"I joined the service in 1871, and shortly afterwards was called to China. I came home for a time, and then went to Australia. I was present at the bombardment of Alexandria in 1882, and returned to England again in 1883, when I became attached to the training ship at Devonport."

"I was then appointed chaplain of the Portsmouth Dockyard. My chaplaincy is a real one, for I am the only man who has served for 11 years. The average is five years."

A LUCKY MAN.

"But I have been a very lucky man. As you know, prior to my appointment there were two separate offices for that which I now hold—one was that of the chaplain of the fleet, and the other inspector of naval schools; but when I was appointed the two were amalgamated, and I was lucky enough to be 'jumped' over the heads of 16 men and gained the appointment."

"I suppose you are generally known by the men as the 'bishop'?"

"Yes, they generally greet me with 'Good morning, bishop.' The late Archbishop Benson suggested that the chaplaincy should be really converted into a bishopric. I declined to become a bishop, for there were many things to be said against the change, and Archbishop Benson did not press the matter."

"One thing would be in favour of the change. A 'Bishop of the Fleet' would himself have power to confirm."

"My successor, the Rev. J. Harcourt Berry, M.A., Mr. Cox-Edwards concluded, "is a most worthy and able man in every way."

The Hottest Day.

LONDON'S RECORD HEAT FOR THE YEAR. Yesterday was the hottest day of the year. At noon in the Strand the thermometer registered no less than 128 deg. in the sun and 92 deg. in the shade, as compared with 118 deg. and 82 deg. respectively on Thursday.

The mercury rose rapidly after twelve o'clock, and at two o'clock the thermometer registered 130 deg. in the sun and 94 deg. in the shade—distinctly phenomenal. Between these two hours the intensity of the heat was extremely felt.

The previous hottest day was in July, when the mercury rose to 126 deg. in the sun and 89 deg. in the shade.

Inquiries made at the Meteorological Office show that this August is quite exceptional for its cloudless skies and brilliant sunshine. Over a dozen cases of sunstroke were treated at the metropolitan hospitals before noon.

To-day's weather forecast predicts cooler weather.

SUN BONNETS FOR HORSES.

Special orders were issued from the chief offices of the London omnibus and tram companies to look particularly after the horses, and pay no special attention to time. A large number of men were also employed to serve out oatmeal and water to the horses at various stages. The horse sun-bonnet was largely in evidence, especially in the West-end.

A lady is reported to have been badly stung by a mosquito in the Strand yesterday.

WELLS DRY.

The prolonged drought is being severely felt in many of the country districts of Essex. In a number of villages where the inhabitants depend upon wells for their water supply the springs have dried up, to such an extent that the water is quite unfit for use.

Farmers and others complain bitterly that their ponds have dried up, and their horses and cattle are suffering severely in consequence. None of the main roads are now being watered, the district councils having long since ceased to use water for this purpose.

Reports from various quarters of the country tell the same story.

In the outlying districts of Birmingham iron-workers were unable to work before the fires, and at some factories in the Black Country work was stopped for want of water for the boilers.

English as she is Wired.

We print the following as a specimen of what becomes of a telegram in English handed in at Rennes for transmission to London. The message was received verbatim as printed below.

Scene followed scene, oh! no more, until I could begin to tell of the affair. I had been told that the evidence was not to be taken into consideration, and that the case was to be decided by the jury. I had been told that the case was to be decided by the jury. I had been told that the case was to be decided by the jury.

Mr. M. A. Noble, who was also interviewed, does not appear to have been overburdened himself on the subject of the test matches. He apparently confined himself to his general experience of English cricket.

He has found, he said, that on English wickets a man might be a successful bowler by keeping a good length and trusting to the wicket to the rest. He did not, of course, speak of a bowler without break or spin. In England he had never come across a wicket on which one could not get any break at all. On some it was only a very little but there had always been a break.

In Australia, on the other hand, you could not get a break on the good wicket, so that a man had to resort to various tricks, bowling with a lower action, pitching the ball up, keeping it short, all sorts of experiments, otherwise he had no chance of getting wickets. If he had not the ability to bowl a slow ball with the same action as a fast one he really might as well not bowl at all—that is to say, on good wickets against good batsmen.

COLONIALS FEEL THE STRAIN. "Our team, and especially the new man," Mr. Noble said, "is a found what a herculean task they set themselves, who they undertook to come and play a series of matches without a break nearly five months in succession. Even Sundays they have been obliged to travel reluctantly very long distances, and the strain has told very terribly upon those unused to it."

"In any future tour it will be well to have a fortnight's rest in the middle of the season. You have never seen our team unit when the moment for action has arrived, but there have been times when we have left stale, and it is owing to the magnificent discipline which our friend the major, and that skipper have exercised that he have been able to go through the long and arduous campaign."

but we all heard him reply demand that could not away was in emperors rooms but was told vision windsor castle absence queen everyday remarked to-day mercur appeared uniform first time since schneider denial under reply feels retraction australian attaché enables him resume place amongst honorable men court appraise.

Here follows the same telegram as it appears when translated back from telegraphese to newspaperese:

Scene followed scene this morning, until it almost began to look like an "Affaire Labri," and not an "Affaire Dreyfus." Counsel, noting the contradiction between the evidence of a witness named (Grandmaison and that of Gen. Roget, asked permission to recall the latter. The President refused, and all Maitre Labri's pleadings failed to get him to change his decision. Counsel sat down looking determinedly at Gen. Roget, who glared at him back again. Before very long a sensation was in store for the audience in the deposition of M. Muller, who swore to seeing a copy of the *Libre Parole* in the German Emperor's room at Potsdam on 5th November, 1894, with a marginal note in red pencil, "Dreyfus is arrested." Unfathomably he spoke so quietly that it was impossible to catch much of his undoubtedly interesting story of how he got into the Emperor's room, but we all heard him reply to Maitre Demange that he could not swear he was in the Emperor's room, but was told.

It remained one that tremendous State secrets might be picked up by a visitor in Windsor Castle in the absence of the Queen. Everybody remarked to-day that Gen. Mercur appeared in uniform for the first time since the Schneider denial. Undoubtedly he feels the retraction of the Austrian Attaché enables him to resume his place among honorable men. The court adjourned.

In the Ranks.

WHY MEN REFUSE TO ENLIST.

How can we get recruits? This is the question which worries the military authorities, and makes the politician shudder at the possibility of having, sooner or later, to appeal to the country upon the conscription question.

Why do men refuse to enlist? This is the question that the authorities passionately ignore. They offer every variety of "attractions" that cost the nation vast sums of money, but are rendered completely futile by the retention of harassing obsolete regulations that were framed when the ranks were filled from the prison hulks.

THE COMPETITION FALLACY. They while about having to compete with the labor market, and plead that it is impossible to obtain recruits unless, bad times drive men into the army; but the crux of the question lies in the fact that it is the word of the private soldier to the mothers of our sons that materially affects the recruiting statistics. The things that make the private soldier blight recruiting are the petty trivial restraints that continually remind a man that he is a numbered fighting machine, who has no right to expect any official recognition of such mere details as his self-respect and personal comfort.

THE SOLDIER'S FOOD. The British soldier's food lacks both quality and quantity, and it is cooked and served in a style that would disgrace a fourpenny doss-house. It is all very well to say that the meals are not actually tainted, but because meat is not actually tainted it is by no means follows that a man who has been used to a civilized home can eat his food served anyhow on a rough deal board that is often pong too clean; and a plentiful supply of stowed fat, bone, and gristle, reeking of the tin in which it was steamed, and accompanied by partially-cooked vegetables, is not a dinner calculated to entice the labourer from his midday meal.

REFORM A SIMPLE MATTER. It may be stated that owing to the enormous number of men and the weird "exigencies of the service" it is impossible to make drastic reforms in this direction. This is rubbish. Good, plain, well-cooked food is within the reach of the agricultural labourer, who earns 12s. a week and supports a wife and family on it.

If some responsible persons who draw big salaries and endorse reports were forced to undergo a course of such rough-and-ready further orders it is certain that a marked improvement would quickly take place, but under the existing order of things when a soldier goes home on furlough and sits down to the family dinner he exclaims at once, "Ah, this is different from what I get in barracks." Tom, Dick, and Harry listen to his words—and the authorities wonder why they fail to obtain recruits.

PETTY ANNOYANCES. A soldier, if he desires to walk out a credit to himself and his corps, must have his clothing and boots altered at his own expense. The authorities give a man a furlough and hope that his smart uniform may attract recruits, and they compel him to report himself to the local police immediately upon his arrival home, and his claims, who might enlist, draw back repelled at the idea of being treated like a ticket-of-leave man.

The official treatment of the militia is, probably the greatest deterrent from enlistment that the Peace Society could desire. No insult is too obvious, no duty too arduous to be imposed on the militia, yet the militia is supposed to be a splendid source for the supply of recruits to our regular army. Certainly, a fair number of recruits do join from the militia—this may account for the reckless bravery of our regiments. The man who would join the line after a training in a militia battalion must have been born with a V.C. in his mouth.

THE CRICKET PROBLEM. WHAT THE AUSTRALIAN PLAYERS THINK. Major J. B. Wardill, the manager of the Colonial Eleven, has told a representative of *Samuel's Magazine* that the difference between the Australian and the English cricket seasons is to be found in the fact that in the Colonies every match is played out.

"In the Colonies," added the Major, "we set our faces against anything short of a result. Suppose that the weather is wet, the match is played out some other time, and if it is urged in England that there are too many matches for this to be done in first-class cricket, then it would be fair for all parties to do as we do, and to let the first innings give a decision in the matter."

"When we cable our consent to five test matches before coming over, we strongly urged that they should be fought out to the finish. When the Marylebone Club entertained us at dinner the burden of my speech was a plea to play the matches out at all risks."

Let us once more write to the M.C.C., and receive a reply from that conservative body which practically amounts to this: Because such a thing has never been done it cannot be arranged now. Depend upon it, before another team comes over from the Colonies an under-faking will have to be given to these matches are to be played out. So far as I can tell, perhaps, if this had been done up to the present, each party would have won two matches, and the final at the Oval would have been a battle of giants."

MR. NOBLE'S IMPRESSIONS. Mr. M. A. Noble, who was also interviewed, does not appear to have been overburdened himself on the subject of the test matches. He apparently confined himself to his general experience of English cricket.

He has found, he said, that on English wickets a man might be a successful bowler by keeping a good length and trusting to the wicket to the rest. He did not, of course, speak of a bowler without break or spin. In England he had never come across a wicket on which one could not get any break at all. On some it was only a very little but there had always been a break.

In Australia, on the other hand, you could not get a break on the good wicket, so that a man had to resort to various tricks, bowling with a lower action, pitching the ball up, keeping it short, all sorts of experiments, otherwise he had no chance of getting wickets. If he had not the ability to bowl a slow ball with the same action as a fast one he really might as well not bowl at all—that is to say, on good wickets against good batsmen.

COLONIALS FEEL THE STRAIN. "Our team, and especially the new man," Mr. Noble said, "is a found what a herculean task they set themselves, who they undertook to come and play a series of matches without a break nearly five months in succession. Even Sundays they have been obliged to travel reluctantly very long distances, and the strain has told very terribly upon those unused to it."

"In any future tour it will be well to have a fortnight's rest in the middle of the season. You have never seen our team unit when the moment for action has arrived, but there have been times when we have left stale, and it is owing to the magnificent discipline which our friend the major, and that skipper have exercised that he have been able to go through the long and arduous campaign."

THE QUEEN STARTLED. NEWS was received from the Isle of Wight yesterday that while the Queen was out driving the previous evening near Whippingham a respectfully-dressed man dropped a letter into the carriage.

The letter, however, proved to be a harmless missive containing a request to the Queen to procure a new trial of an action which the writer had lost against the London County Council in regard to the widening of a street.

Her Majesty, with whom was one of the ladies of the Court, seemed alarmed.

MAN ARRESTED. Superintendent Fraser, of the Royal Household Police, and a member of the Scotland Yard Force, arrested the man in the neighborhood of Osborne House where he had been lodging the previous night. He was wearing a silk hat and a frock-coat at the time he threw the letter, and there appeared no reason to regard him with suspicion.

He was found upon inquiry to be a German who lived in London. He states that he did not know he was breaking the law, as on the Continent it was common to throw missives into royal carriages. He gave satisfactory answers to the police and was released the same night and returned to London, where he is said to carry on business as an artist and photographer.

The Exchange Telegraph Company give the man's name as Heinrich Schmitt, and his address as 345, Tottenham Court-road, but inquiry last night showed that there was no such number there.

AN UNFOUNDED RUMOUR. Considerable alarm was caused at first by an exaggerated rumor that the envelope contained an explosive substance—a rumor which happily proved to be without foundation.

The man had been observed in the neighborhood of Osborne for the last two or three days, and, as it seemed, was walking aimlessly about. He had been staying at the Fountain Hotel in West Cowes; but for the last night or two lodged in one of the cottages at Kingston Farm, on the Queen's estate, situated a considerable distance outside the oak fence which encloses the Osborne demesne.

Careful inquiry reveals a *Leader* representative strongly suggests that the indiscreet gentleman who threw the mysterious letter into the Queen's carriage is the proprietor of a photographer's establishment in the block of buildings shortly to be demolished opposite the Horse Shoe Hotel in order to widen the approach to Tottenham-court-road.

At any rate, over the establishment in question appears the name of "Schmitt Porcher," an individual who is said to have recently been at loggerheads with the County Council over a question of compensation.

A good reason, indeed, to believe that the difficulty reached such lengths that the tenant of the premises insisted upon arbitration, with the result that he was awarded £1,000 compensation, instead of the £36,000 he had claimed.

The premises occupied by Schmitt Porcher, and which he has controlled during a period of between three and four years, consist of a shop and several rooms above. They are leased from two landlords.

The lessee—who is described as a short man, of middle age, who has a halting gait, and walks with the aid of a stick—has been away from his business for several days, and was believed to have been on the Continent.

People who are acquainted with Mr. Schmitt Porcher state that he has felt the decision of the arbitrator in regard to his occupation very acutely.

The circumstances leading up to the curious petition presented to the Queen on Thursday at Osborne House by Mr. Schmitt Porcher, have reference to negotiations between the petitioner and the London County Council. Also to an arbitration case heard in the London Sheriff's Court on the question of compensation for loss of business and displacement by the County Council's acquisition of the block of buildings known as Bozier's-court, at the Oxford-st. end of Tottenham-court-road.

At Nos. 3, 4, and 5, Tottenham-court-road, Mr. Henry Schmitt, who hails from Frankfurt-on-Main, carries on business as an artistic photographer and automatic photographer, and in the name of F. Poacher and Company he conducts the business of artistic photography.

Mr. Schmitt took the premises five years ago, and has a lease on one shop of 184 years still to run, and on the studio of 101 years.

Mr. Schmitt's account of the incident shows the innocence of his intentions. He says: "I went down to the Isle of Wight on Thursday of last week and took rooms at the Fountain Hotel, West Cowes, where I remained until Monday. Then I moved to Kingston Farm, on the Queen's estate. I had prepared a letter which I intended to give to Prince Alexander of Battenberg, but as I could not see him I wrote another for the Queen. I had no idea that there would be anything wrong in what I was doing."

On Wednesday night, between half-past seven and eight o'clock, I was out walking, and just as I was going to return to Kingston Farm or Cottage, I heard the Queen's carriage coming along. As the carriage approached I bowed and raised my hat, and the Queen bowed in recognition and smiled. There was another lady in the carriage with her (one of the ladies of the Court). They were close by the gates of Osborne House.

I wanted to hand the letter to the Queen, but when the coachman saw what I was doing

he drove faster, and the letter dropped into the carriage. When the other lady was picking it up the Queen asked, 'What is it?' and smiled.

Then I walked back slowly, and I heard nothing more about it until an hour and a half later, when a detective called on me and asked me to go with him to Osborne.

I asked him if he had an arrest against me, and he said no. There was no arrest, and no fear of anything wrong. I had done the thing openly. The letter bore my London address and the Cowes address.

Superintendent Fraser, of the Royal Household Police and a Scotland-yard detective, who knew me, asked me a few questions, but they said they did not want to arrest me, and they treated me with every kindness. I have no complaint whatever against them. The anarchist scare was all nonsense."

THE PARTICULARS OF THE LATE JAPANESE LOAN.

TOKYO, September 13th. Mr. Hayakawa, Secretary of the Treasury, who was sent to London to conduct the negotiations for the late loan, has given an interesting account of the proceedings to the members of the Nippon Club, Tokyo. Your correspondent was present. Mr. Hayakawa said:—I reached London on the 21st April last. Negotiations with the English banker were commenced on the 23rd of the same month. The Government's intention was that a syndicate should be formed of Part's Bank, the Union Bank, and the Joint Stock Bank. These Banks, however, viewed with each other in taking the whole loan, so that the desired combination was not effected. Accordingly it was decided to hand over the whole business to Part's Bank, which, working in conjunction with the Hongkong and Shanghai Bank, the Chartered Bank, and the Specie Bank, formed a syndicate. But the working of the syndicate was signalled by many difficulties not compatible with the easy overtures made by Messrs. Samuel Samuel & Co. and a few other foreigners, who proposed to subscribe to the loan at the rate of 99, with interest at 4 per cent. In London I found that there was nothing to encourage a fond indulgence in the terms offered by these financiers. All the London financiers declared that the rate of interest—4 per cent.—was too small, in view of the fact that the war bonds sold by Messrs. Samuel Samuel & Co. carried 5 per cent. interest. The financiers declared that 4 per cent. was the most reasonable rate at which the loan could be negotiated. If 4 per cent. were insisted on, the price of issue must be 87 or 88. The next difficulty was that the financiers wanted security. They quoted the former examples of the Austro-Hungarian and the rice crops being hypothecated in the years 1860 and 1872. Failing to obtain security, they next wanted a guarantee from the English Government, to be secured by diplomatic negotiations. The third difficulty was the period of redemption, which was originally fixed at 10 years, to take effect according to the convenience of the Japanese Government. The fourth obstacle was that they wanted this country not to raise for some years any more loans on the London market, and the next and most serious objection was a proposition to impose a tax on the new fresh taxation in Japan not to raise fresh money to pay the loan. This proposition was based on similar conditions stipulated by the late Viscount Yoshida, Minister to London, when he raised a loan of £2,000,000 in 1872. Somewhat similar conditions were adopted by the Spanish Government. Hence the present proposal. Another difficulty was that Japan was not to draw the whole sum of £10,000,000 at once, as such an act was calculated to disturb the economical condition of the London money market. The last objection was that the whole sum should be deposited in the Bank of England, instead of being deposited at the Bank of England. This last objection was regarded as similar to that of taking away the money to a foreign market. All of these conditions were not to be tamely submitted to, and were so humiliating that they were not to be entertained for a moment. As regards the interest of 4 per cent. on the issuing price of 90, even the Government, anxious as it was to negotiate the loan on most possible favourable terms, was disposed to think it too high. But then the various proposals made at home by foreigners all tended to confirm the rate as a reasonable one. Unfortunately, my actual experience in London gave the direct to this last talk. The London financiers to a man prophesied the failure of the loan unless the aforesaid conditions were fulfilled. The Government, however, had to push the negotiations through, as there was no alternative. As to the raising of fresh taxation in order to pay the loan, I pointed out that there was a constitution in Japan, which must be respected, and that no one had the power to raise fresh taxes or to abrogate them unless the aid of the Constitution was invoked. Under the circumstances, in all probability no fresh taxation would be raised, and this in face of the Opposition. This appeared most forcibly to the Englishmen, to whom constitution is everything. Finally, one condition only was complied with, namely, the whole sum was not to be taken away at once. It was to be deposited in the Bank of England. So far the negotiations ended triumphantly for the rest of the story is already before the public, so there is nothing more to say. One word more, however, about the part played by the Specie Bank. Its London manager, Mr. Nakai, greatly distinguished himself in conducting the negotiations. He showed the greatest financial ability and tact, which contributed more than anything else to the success of the loan. In whatever light the matter may be looked upon, the loan was a success so far as the Government is concerned. The whole subject now lies between the Banks and the underwriters.—*Nagasaki Press.*

Our team, and especially the new man," Mr. Noble said, "is a found what a herculean task they set themselves, who they undertook to come and play a series of matches without a break nearly five months in succession. Even Sundays they have been obliged to travel reluctantly very long distances, and the strain has told very terribly upon those unused to it."

"In any future tour it will be well to have a fortnight's rest in the middle of the season. You have never seen our team unit when the moment for action has arrived, but there have been times when we have left stale, and it is owing to the magnificent discipline which our friend the major, and that skipper have exercised that he have been able to go through the long and arduous campaign."

THE QUEEN STARTLED. NEWS was received from the Isle of Wight yesterday that while the Queen was out driving the previous evening near Whippingham a respectfully-dressed man dropped a letter into the carriage.

The letter, however, proved to be a harmless missive containing a request to the Queen to procure a new trial of an action which the writer had lost against the London County Council in regard to the widening of a street.

Her Majesty, with whom was one of the ladies of the Court, seemed alarmed.

MAN ARRESTED. Superintendent Fraser, of the Royal Household Police, and a member of the Scotland Yard Force, arrested the man in the neighborhood of Osborne House where he had been lodging the previous night. He was wearing a silk hat and a frock-coat at the time he threw the letter, and there appeared no reason to regard him with suspicion.

He was found upon inquiry to be a German who lived in London. He states that he did not know he was breaking the law, as on the Continent it was common to throw missives into royal carriages. He gave satisfactory answers to the police and was released the same night and returned to London, where he is said to carry on business as an artist and photographer.

The Exchange Telegraph Company give the man's name as Heinrich Schmitt, and his address as 345, Tottenham Court-road, but inquiry last night showed that there was no such number there.

AN UNFOUNDED RUMOUR. Considerable alarm was caused at first by an exaggerated rumor that the envelope contained an explosive substance—a rumor which happily proved to be without foundation.

The man had been observed in the neighborhood of Osborne for the last two or three days, and, as it seemed, was walking aimlessly about. He had been staying at the Fountain Hotel in West Cowes; but for the last night or two lodged in one of the cottages at Kingston Farm, on the Queen's estate, situated a considerable distance outside the oak fence which encloses the Osborne demesne.

Careful inquiry reveals a *Leader* representative strongly suggests that the indiscreet gentleman who threw the mysterious letter into the Queen's carriage is the proprietor of a photographer's establishment in the block of buildings shortly to be demolished opposite the Horse Shoe Hotel in order to widen the approach to Tottenham-court-road.

At any rate, over the establishment in question appears the name of "Schmitt Porcher," an individual who is said to have recently been at loggerheads with the County Council over a question of compensation.

A good reason, indeed, to believe that the difficulty reached such lengths that the tenant of the premises insisted upon arbitration, with the result that he was awarded £1,000 compensation, instead of the £36,000 he had claimed.

The premises occupied by Schmitt Porcher, and which he has controlled during a period of between three and four years, consist of a shop and several rooms above. They are leased from two landlords.

The lessee—who is described as a short man, of middle age, who has a halting gait, and walks with the aid of a stick—has been away from his business for several days, and was believed to have been on the Continent.

People who are acquainted with Mr. Schmitt Porcher state that he has felt the decision of the arbitrator in regard to his occupation very acutely.

The circumstances leading up to the curious petition presented to the Queen on Thursday at Osborne House by Mr. Schmitt Porcher, have reference to negotiations between the petitioner and the London County Council. Also to an arbitration case heard in the London Sheriff's Court on the question of compensation for loss of business and displacement by the County Council's acquisition of the block of buildings known as Bozier's-court, at the Oxford-st. end of Tottenham-court-road.

At Nos. 3, 4, and 5, Tottenham-court-road, Mr. Henry Schmitt, who hails from Frankfurt-on-Main, carries on business as an artistic photographer and automatic photographer, and in the name of F. Poacher and Company he conducts the business of artistic photography.

Mr. Schmitt took the premises five years ago, and has a lease on one shop of 184 years still to run, and on the studio of 101 years.

Mr. Schmitt's account of the incident shows the innocence of his intentions. He says: "I went down to the Isle of Wight on Thursday of last week and took rooms at the Fountain Hotel, West Cowes, where I remained until Monday. Then I moved to Kingston Farm, on the Queen's estate. I had prepared a letter which I intended to give to Prince Alexander of Battenberg, but as I could not see him I wrote another for the Queen. I had no idea that there would be anything wrong in what I was doing."

On Wednesday night, between half-past seven and eight o'clock, I was out walking, and just as I was going to return to Kingston Farm or Cottage, I heard the Queen's carriage coming along. As the carriage approached I bowed and raised my hat, and the Queen bowed in recognition and smiled. There was another lady in the carriage with her (one of the ladies of the Court). They were close by the gates of Osborne House.

I wanted to hand the letter to the Queen, but when the coachman saw what I was doing

he drove faster, and the letter dropped into the carriage. When the other lady was picking it up the Queen asked, 'What is it?' and smiled.

Then I walked back slowly, and I heard nothing more about it until an hour and a half later, when a detective called on me and asked me to go with him to Osborne.

I asked him if he had an arrest against me, and he said no. There was no arrest, and no fear of anything wrong. I had done the thing openly. The letter bore my London address and the Cowes address.

Superintendent Fraser, of the Royal Household Police and a Scotland-yard detective, who knew me, asked me a few questions, but they said they did not want to arrest me, and they treated me with every kindness. I have no complaint whatever against them. The anarchist scare was all nonsense."

THE PARTICULARS OF THE LATE JAPANESE LOAN.

TOKYO, September 13th. Mr. Hayakawa, Secretary of the Treasury, who was sent to London to conduct the negotiations for the late loan, has given an interesting account of the proceedings to the members of the Nippon Club, Tokyo. Your correspondent was present. Mr. Hayakawa said:—I reached London on the 21st April last. Negotiations with the English banker were commenced on the 23rd of the same month. The Government's intention was that a syndicate should be formed of Part's Bank, the Union Bank, and the Joint Stock Bank. These Banks, however, viewed with each other in taking the whole loan, so that the desired combination was not effected. Accordingly it was decided to hand over the whole business to Part's Bank, which, working in conjunction with the Hongkong and Shanghai Bank, the Chartered Bank, and the Specie Bank, formed a syndicate. But the working of the syndicate was signalled by many difficulties not compatible with the easy overtures made by Messrs. Samuel Samuel & Co. and a few other foreigners, who proposed to subscribe to the loan at the rate of 99, with interest at 4 per cent. In London I found that there was nothing to encourage a fond indulgence in the terms offered by these financiers. All the London financiers declared that the rate of interest—4 per cent.—was too small, in view of the fact that the war bonds sold by Messrs. Samuel Samuel & Co. carried 5 per cent. interest. The financiers declared that 4 per cent. was the most reasonable rate at which the loan could be negotiated. If 4 per cent. were insisted on, the price of issue must be 87 or 88. The next difficulty was that the financiers wanted security. They quoted the former examples of the Aust

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU G. E. P. Cook	NAGASAKI, KOBE and YOKO- HAMA	TO-MORROW, 28th Sept., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WELHI-WEL, CHIOO, CHEMPOO & NAGASAKI	TO-MORROW, 28th Sept., at Noon.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nishino	KOBE and YOKOHAMA	FRIDAY, 29th Sept., at 4 P.M.
HIOSHIMA MARU S. Yoshizawa	HONKAI, VIA SINGAPORE and COLOMBO	TUESDAY, 3rd October, at Noon.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Hongkong, 26th September, 1899.

DISINFECTANT
WITH
SANITAS
FLUID, POWDER, SOAPS, &c.
OF ALL CHEMISTS AND STORES.

Valuable Book
HOW TO DISINFECT
from an application
The SANITAS Co. Ltd.
MCCALLUM STREET
LONDON E.C.

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
ECROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

VICTORIA BATHING CLUB.

THE HALF-YEARLY MEETING will be held at the Club-House, TAIWAN, TO-MORROW, the 28th instant.

BUSINESS:—To receive the Half-Yearly Report and consider Rules with regard to New Members.

All Members are particularly requested to attend.

Launch as usual.

By Order of Committee,
J. EDWARDS,
Secretary.

Hongkong, 25th September, 1899. [12174]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on TUESDAY, the 3rd October, 1899, at 5 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 25th September, 1899. [12274]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held at LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum.

THE DIVIDEND WARRANTS will be ready on the 2nd October. THE TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th September, 1899. [11624]

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY SIXTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 12th October, 1899, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1898 and for the Half Year ending the 30th June, 1899, and of declaring Dividends.

The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive.

By Order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 20th September, 1899. [11994]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.

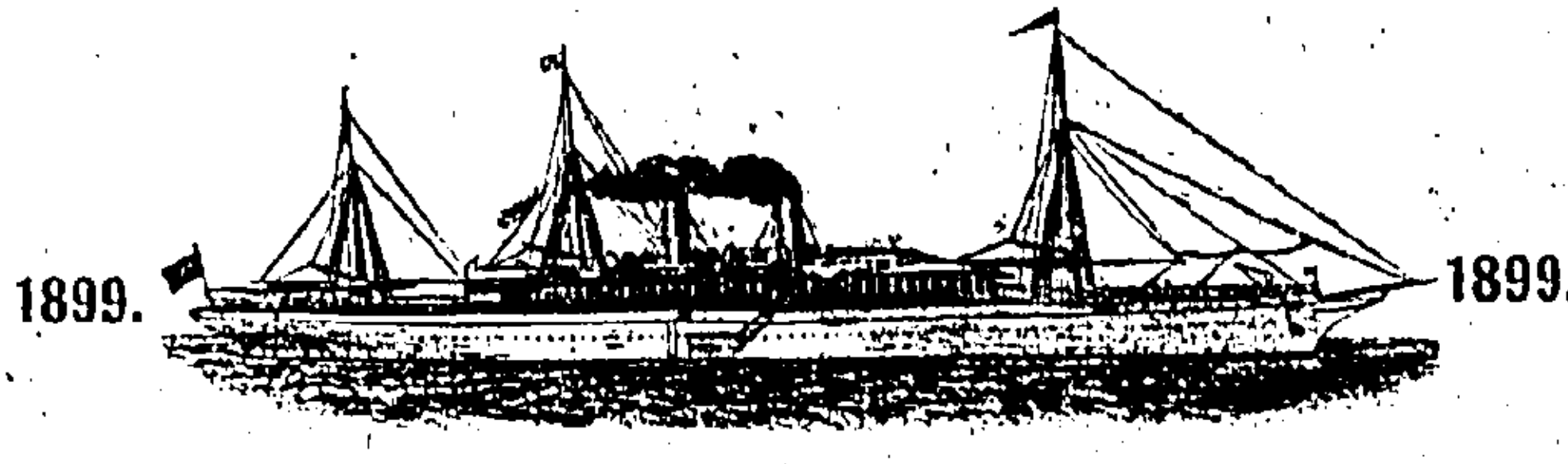
ANNUAL SALE SIX MILLION BOXES.
50 CENTS per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & Co.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

[38]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899. SAFETY. SPEED. PUNCTUALITY. 1899.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given, choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted for Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddlers' Street.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3 1/2 A.I. American Ship

"ST. MARK" Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.
Hongkong, 20th September, 1899. [11984]

FOR NEW YORK.

THE 3 1/2 A.I. American Ship

"CHALLENGER" Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.
Hongkong, 19th September, 1899. [1274]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, INDIAN, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"VALETTA" Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valerables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay WITHOUT TRANSHIPMENT.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 21st September, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Dublin 3,328 [J. R. Kae] [Oct. 14]

Breconshire 3,567 [R. Peabody] [Oct. 28]

Queen Adelaide 3,832 [F. McNair] [Nov. 18]

Saint Irene 3,877 [W. Attree] [Dec. 9]

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire 3,874 [W. A. Evans] [Oct. 7]

Aberglidde 3,777 [J. Murray] [Nov. 11]

Monmouthshire 3,874 [W. A. Evans] [Dec. 23]

Aberglidde 3,777 [J. Murray] [Jan. 27]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and, one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 18th September, 1899. [3]

CARBOLINEUM-AMENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1899. [19]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAVRE and HAMBURG.	About 11th October. Freight and Passage.
*Jager	(LONDON with transshipment in HAMBURG)	About 30th October. Freight.
*SERBIA	HAVRE and HAMBURG.	About 5th November. Freight and Passage.
*HEIDELBERG	(LONDON with transshipment in HAMBURG)	About 15th November. Freight.
*Schneider	HAVRE and HAMBURG.	About 15th November. Freight.
*ANDALUSIA	(LONDON with transshipment in HAMBURG)	About 15th November. Freight.
*Schröter	(LONDON with transshipment in HAMBURG)	About 15th November. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

981

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

THE U.S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 16th September, 1899. [1]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen 3,406 [about] [Oct. 15]

Bayern 3,379 [about] [Oct. 31]

König Albert 3,406 [about] [Oct. 15]

Prinz Heinrich 3,379 [about] [Oct. 31]

Thyria 3,406 [about] [Oct. 15]

Belgian King 3,379 [about] [Oct. 31]

Carmarthenshire 2,929 [about] [Nov. 15]

Carlisle City 3,002 [about] [Dec. 15]

THE Steamship

"THYRIA" will be despatched for SAN DIEGO VIA AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

HUTTERFIELD & SWIRE.

Agents.

Hongkong, China and Japan.

Hongkong, 22nd September, 1899. [1330]

[1330]

[1330]

[1330]

THE YOKOHAMA MURDER CASE.

TOKYO, September 14th.
The prisoner Miller, who is lodged in the Kajibashi Prison, is said to be well attended to. As soon as he came to the prison, the most important portions of the Prison Regulations were translated into English and read over to him. He saluted the warder and the interpreter when this was done in a manner leaving no doubt as to the earnestness of his intentions. He is ordered to take daily exercise in the prison yard. He asked to be supplied with the Bible that was given to him by a missionary in Yokohama, and he reads it very attentively. He is supplied with warm water in a pail to perform his ablutions. The doctor who examined him says he is in the best of health, his pulse and temperature being in a normal condition. So far he has given no cause for complaint. His diet consists of bread, meat and vegetables. *Kobe Chronicle.*

DISASTROUS FIRE AT HAKODATI.

A Hakodate dispatch to the *Osaka Asahi* announces that fire broke out in a house at Toyokawa-cho there at 9 a.m. on the 15th inst., and the flames spread over six streets, destroying some 2,800 houses. The flames were got under at 4 p.m.

A dispatch from the Hakodate Telegraph Office to the Communications Department states that the telegraph lines to all places became interrupted at 10.35 a.m. on account of the fire. At 10.35 p.m. by the Nos. 1 and 2 lines to Tokyo communication was resumed in the Submarine Cable Office. According to the census taken at the end of last year, the number of houses at Hakodate was 16,770, with a population of 70,872.

A dispatch from Hakodate of the 17th inst. says:—Fire broke out again last night at 9 p.m. in the City Hall. The houses destroyed by this fire were only five, but a man was killed, several others being more or less injured.

TELEGRAMS.

The *Times of India* publish the following telegrams referring to the Transvaal affair:—

Mr. Schreiner's Organs Coming Round.
LONDON, September 7th.

Mr. Schreiner's organs in London, realizing that Pretoria is hopeless have wheeled completely round, scouting the abandonment of the Suez Canal.

The Johannesburg Journalists.
Mr. Moneybags, editor of the *Johannesburg Star* and the correspondent of the *London Times*, relates his escape, which was due to the inability of the Boer detectives. He attributes the attack against journalists to their exposure of the late bogus conspiracy. He declares positively that the warrants for their arrests were issued from the Public Prosecutor's Office.

Boer Artillery Reserves Called Out.

LONDON, September 7th.
Advice from Bloemfontein state that it is understood that the artillery reserves have been called out, and that Burgheers have been warned for service in the Transvaal.

10,000 Troops for Natal.

LONDON, September 8th.
It is reported that the Cabinet also decided to send 10,000 troops to Natal, owing to an appeal from that quarter; but not to call out the reserves at present.

Selection of Indian Troops.

BOMBAY, September 8th.
The following have been named to prepare for service in South Africa and to be ready to leave their stations in India fully equipped at the shortest notice:—

The Cavalry Brigade—The 5th Dragoon Guards; 9th Lancers; and 19th Hussars, No. 18 British Field Hospital.

Infantry Brigade—1st Battalion Devons; 1st Battalion Gloucesters; 2nd Battalion King's Royal Rifles; and 2nd Gordon Highlanders. Nos. 11 and 20 British Field Hospital.

4th Division Field Artillery; 21st Field Battery, Royal Artillery; 42nd Field Battery Royal Artillery; and 53rd Field Battery Royal Artillery.

An ammunition column to consist of three units, namely, R1, R5, and R6, and sections A and B of No. 26 British Field Hospital.

The miscellaneous units will be as follows:—Ordnance Field Park; Sections C and D of No. 69 of the Native Field Hospital for the requirements of the Native Establishment of the Forces; No. 3 Field Medical Store Depot; and No. 6 Veterinary Field Hospital.

The Secunderabad Contingent the First to Move.

BOMBAY, September 8th.
Orders have been received for the 19th Hussars and the 1st Field Battery to leave Secunderabad *en route* for the Transvaal on Monday next. Major E. K. G. Aylmer goes in command of the 19th Hussars; and Major Blount commands the 1st Field Battery.

The Bangalore Field Hospital to Join at Once.

No. 18 British Field Hospital at Bangalore, has been ordered to mobilize immediately to accompany the Brigade from Secunderabad.

The Chief of the Staff.

BOMBAY, September 8th.
It is understood the Sir Archibald (Hunter) goes as Chief of the Staff to the Transvaal under Sir Redvers Buller.

The strictest secrecy is being preserved here, regarding supplies, arms &c., for the expedition. Colonel C. B. H. Wolseley-Jenkins, of the 19th Hussars, is to command the Cavalry Brigade from India, and not Colonel Courtney. Major Crawford is Veterinary Officer.

The Regiments Sailing from Calcutta.

The majority of the troops will embark at Bombay; but the Gloucesters and the King's Royal Rifles sail from Calcutta.

The Additional Troops from England—The Chief Officers.

LONDON, September 8th.
It is stated that the force to be despatched from home to South Africa will consist of eight brigades, namely, two of cavalry, two of Guards, two of English, Scotch, and Irish Fusiliers, and two of Light Infantry. General Sir Redvers Buller will hold the chief command, and the other commands will be filled by Generals A. G. Wauchope, Lord Methuen, and Sir F. Carrington.

Further Arrangements.

BOMBAY, September 11th.
A Maxim gun accompanies each regiment going from India to the Transvaal. Major Mahon and Fowle, of the Royal Artillery, accompany the Ordnance Park. The troops already warned are ordered to embark in the South African transports now being engaged and expected.

The first regiment starts in about ten days. The scheme has been perfectly worked out and matured in India.

Fifteen steamers are already taken up, including the *Secundra*, the *Janapora*, the *Lut-pora*, the *Purneah*, the *Padala*, the *Sitra*, and the *India*, all belonging to the British India Company; and, among others, *Nurani* belonging to the Asiatic Company.

The utmost activity prevails in the Commissariat Department and in the dockyards here. The orders from home regarding the despatch of troops from India are imperative, and conditional, and whether reassuring news may be received during the next week or so, the Indian Contingent is under orders for Natal, and will go.

Up to two o'clock today twenty-two transports had been chartered for the conveyance of the Indian contingent to Durban, namely, eighteen belonging to the British India Company; one to the Peninsular and Oriental Company; one to the City Line, and two to the Asiatic Company.

The Government have engaged the steamers *Purneah*, *Secundra*, and *Nurani* to convey troops and stores from Calcutta to Durban.

BOMBAY, September 11th.
Up to two o'clock today twenty-two transports had been chartered for the conveyance of the Indian contingent to Durban, namely, eighteen belonging to the British India Company; one to the Peninsular and Oriental Company; one to the City Line, and two to the Asiatic Company.

The Lucknow Field Hospital ordered to Calcutta.

CALCUTTA, September 12th.
Orders have been issued at Lucknow for the immediate mobilisation of the 11th British Field Hospital to proceed to Calcutta for embarkation for Natal. It comprises three medical officers and eight assistant surgeons, but no transport attendant. No ambulance (tongas or bullocks) are to be taken, the hospital being equipped with dandies only.

Sir George White and Sir Redvers Buller.

LONDON, September 12th.
Sir George White has been appointed to command the forces in Natal; and sails on Saturday next.

General Sir Redvers Buller only goes to the Cape if an Army Corps is sent out there.

The transport "Dunera" diverted at Malta for the Cape.

The *St. James' Gazette* states that the transport *Dunera* has been intercepted at Malta and has been ordered to the Cape.

Free Offer of 1,000 Efficient Volunteers.

LONDON, September 12th.
Colonel Sir Howard Vincent has offered to raise a corps of one thousand efficient volunteers, at his own expense, for service in South Africa, in the event of hostilities.

Further Appointments, and Probable Dates of Departures of Troops.

BOMBAY, September 13th.
Sir Archibald Hunter, Chief of the Staff, leaves for Natal on Saturday next.

Captain Sir Edward Chichester, R.N., has been appointed Principal Naval Transport Officer at Durban.

The probable dates of sailing from Bombay are as follows:—

September 16th: 42nd Battery and half of the Field Hospital.

September 17th: 21st Battery and Veterinary Hospital.

September 18th: 53rd Battery.

September 19th: 18th and 24th Field Hospitals.

September 20th: 19th Hussars and Cavalry Brigade Staff.

September 21st: Infantry Brigade Staff and Devonshires.

September 22nd: The Gordons.

September 23rd: 9th Lancers.

September 24th: Ammunition Columns and half the Native Field Hospital.

September 25th: 5th Dragoons.

The 6th Rifles and Gloucesters will probably sail from Calcutta about the 18th inst.

The Debate in The Volksraad.

LONDON, September 8th.
A long debate took place in the Volksraad at Pretoria yesterday concerning the mobilization of the British troops on the Transvaal frontiers.

The reply of Sir A. Milner to the enquiry of Mr. Reitz (State Secretary) thereunto, was read, in which Sir Alfred said he did not understand the allusion made to the massing of troops, but it was a matter of common knowledge that our troops in South Africa were intended to protect British interests and to provide against eventualities. All the speeches made by the members during the debate were extremely warlike, and were filled with insults levelled at Mr. Chamberlain, which were not refrained by the influence which President Kruger endeavored to bring to bear on the speakers.

President Kruger urged moderation, although he said he felt that the Uitlanders wanted not the franchise, but the Boer's country. He again repudiated the British claim to sovereignty, and declared he placed his trust in God.

Intimations.

AN APPEAL.
THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

HONGKONG, 22nd April, 1892. [493]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

HUTTON HALL, British ship, Thurber—Chas. Richardson & Co.

Entertainment.

FAREWELL PERFORMANCE OF MISS JANET WALDORF AT THEATRE ROYAL, TO-MORROW (THURSDAY), the 28th September, 1899, in "INGOMAR," "THE BARBARIAN," Assisted by the A. D. C., and NORVAL MCGREGOR.

JANET WALDORF as "PARTHENIA," NORVAL MCGREGOR as INGOMAR and FULL CAST OF CHARACTERS.

PRICES: \$3, \$2 & \$1. Trainers will be available after the Performance.

Soldiers and Sailors in Uniform, 50 cents. Seats on sale at ROBINSON'S PIANO CO. Hongkong, 20th September, 1899. [1197a]

Auctions.
PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, at his Sales Rooms, Zetland Street, No. 2, on SATURDAY, the 30th September, 1899, Commencing at 3 P.M.

A LARGE AND VALUABLE LOT OF DIAMONDS AND JEWELRY. All guaranteed to be genuine Brilliants and 18 Carat Gold.

Comprising: BROOCHES, EARRINGS, SCARF-PINS, LADIES' AND GENTS' RINGS, BRACELETS, PENDANTS, with DIAMONDS, RUBIES, EMERALDS, SAPPHIRES, ALEXANDRINES, OPALS and PEARLS. Catalogues issued Prior to Sale. On View at the Undersigned's. Terms of Sale:—Cash before delivery.

PAUL BREWITT, Auctioneer. Hongkong, 23rd September, 1899. [1206a]

GOVERNMENT NOTIFICATION.

No. 517.
THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 2nd day of October, 1899, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Hongkong, 16th September, 1899. [1222a]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Regulatory No.	Locality.	Boundary Measurement.	Containing in Square Feet.	Annual Rental.	Upset Price.
1	1	Nong Kok Tsui.	320 320 100 100	310	9,600	

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Map of the Lot.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched on FRIDAY, the 29th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. *M.B.—Return Tickets* issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versa*.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched on FRIDAY, the 29th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1146a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA (DIRECT). THE Company's Steamship

"ESMERALDA," Captain Cobban, will be despatched on the above Port, on SATURDAY, the 30th instant, at 4 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 25th September, 1899. [1220a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI AND KOBE. THE Company's Steamship

"TSINAN," Captain Andersen, will be despatched on above on SATURDAY, the 30th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 21st September, 1899. [1200a]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 1st October, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 25th September, 1899. [1213a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"AIRLIE," Captain Clyma, will be despatched on above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1899. [1149a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN. THE Company's Steamship

"NANCHANG," Captain Finlayson, will be despatched on above on THURSDAY, the 5th October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th September, 1899. [1229a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL. THE New Steamship

"PINC SUEV," Captain C. de La Parrelle, will be despatched for the above Port, on TUESDAY, the 10th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 25th September, 1899. [1020a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"CALCHAS," Captain Gregory, will be despatched on above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"CATHERINE APCAR," Captain J. G. Olliff, will be despatched for the above Ports, on MONDAY, the 2nd October, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 26th September, 1899. [1223a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"SARPEDON," Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 8th September, 1899. [1148a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Pulford, will be despatched on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1221a]

THE NEW YORK VIA SUEZ CANAL. THE Company's Steamship

"ARGYL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to DOWELL & CO., LIMITED, Agents. Hongkong, 7th September, 1899. [941a]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.
CONSIGNEES OF CARGO per Steamship

"CHINA," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 21st September, 1899. [1-1]

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. THE P. & O. S. N. Co.'s Steamship

"JAVA," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Italy, 22 S.S. *Thames*. Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no

